

Draft FY2018-2027
Transportation Improvement Program

APPENDIX D: PUBLIC INVOLVEMENT

Appendix D Contents

1. INTRODUCTION	D-1
2. DCHC MPO PUBLIC INVOLVEMENT POLICY	D-1
3. PUBLIC INVOLVEMENT FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	D-2
4. SUMMARY OF PUBLIC INPUT AND COMMENTS RECEIVED	D-4

1. INTRODUCTION

Public involvement for the FY2018-2027 MTIP involves efforts as set forth by the DCHC MPO's adopted Public Involvement Policy. The DCHC MPO facilitated the public involvement process to spread awareness of the MTIP and to ensure a variety of local perspectives containing essential insight were appropriately obtained and documented in the MTIP. Various mediums and resources were constructed so that all residents and stakeholders in DCHC MPO area had the opportunity to review the draft FY2018-2027 MTIP and provide input.

2. DCHC MPO'S PUBLIC INVOLVEMENT POLICY

2.1 Introduction

The DCHC MPO's Public Involvement Policy (PIP) is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all major planning activities, including the MTP, MTIP, Air Quality Conformity Determination, Major Investment Study (MIS), UPWP, MPO provisions for the American with Disabilities Act (ADA), and ongoing transportation planning (3-C) process. The policy decision-making body, the MPO Board, also has a standing public process as part of its monthly meetings. The planning activities mentioned above are therefore

subject to the Board's process for public involvement. The PIP also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO seeks public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary depending on the specific planning task. DCHC MPO's PIP is consistent with the requirements FAST Act, the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

2.2 Purpose of the PIP

The purpose of the DCHC MPO PIP Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of transportation planning in the DCHC MPO area. This PIP is designed to ensure that transportation decisions will reflect public priorities.

2.3 Objectives of the PIP

1. Bring a broad crosssection of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning

process through detailed project development.

3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, MTIPs, and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the creation of MTPs, MTIPs, and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act, NEPA, and the Interim FTA/FHWA Guidance on Public

Participation.

2.4 General Policy Framework

It is the policy of the DCHC MPO to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision-making process. It is also DCHC MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's MTIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

3. PUBLIC INVOLVEMENT FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

The MTIP is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds. The MTIP serves as the project selection document for transportation projects and is therefore the implementation mechanism by which the objectives of the Transportation

Plan are reached. The FAST Act, and the DCHC MPO PIP, mandate an opportunity for public review of the draft MTIP. The following is the public involvement procedure for the DCHC MPO MTIP.

3.1 Introduction

DCHC MPO will prepare an MTIP, which is consistent with the requirements of the FAST Act, and any implementing federal regulations. The MTIP will be developed based on:

1. Revenue estimates provided by the NCDOT;
2. Projects identified in the MTP; and
3. Regional and Local priorities as identified by DCHC MPO member jurisdictions.

Public Involvement Process

1. The DCHC MPO Technical Committee (TC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The MPO Technical Committee and Board reviewed the draft Regional Priority List. The Regional Priority list was published and public comment welcomed.
3. The DCHC MPO developed a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC will forward the draft MTIP to the MPO Board. The MPO Board will publish

the draft MTIP for public review and comment.

4. Copies of a draft MTIP will be distributed to MPO Board members and the transportation-related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review.
5. The public comments will be assembled and presented to the DCHC MPO Board. The MPO Board will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
6. The DCHC MPO, as a maintenance area for air quality, will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
7. The process for updating and approving the MTIP will follow the sequence and procedure as described in Appendix C of this MTIP.
8. Amendments to MTIP will be available for public review and comment, if the amendment makes a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion

of the MPO Board by majority vote. As long as a project's description, scope, or expected environmental impact have not materially changed, the MPO Board may approve changes to project funding without a separate public meeting. More information on the MTIP amendment or modification process is available in Appendix C of this MTIP document.

9. Written public comments and their responses will be published as part of this appendix when the final MTIP document is adopted.

4. SUMMARY OF PUBLIC INPUT AND COMMENTS RECEIVED ON THE DRAFT MTIP

General Comments

Comment #1

The North Carolina Department of Transportation and the Federal Highway Administration jointly commented that the MTIP cannot differ from the STIP in the first four years of the program without jeopardizing funding for the entire program itself. Rather than adopting aspects of the MTIP that differ from the STIP, even though all parties agree to those changes, the proper procedure is to adopt the MTIP without those changes and then adopt an amendment that implements the changes.

DCHC MPO Response to Comment #1

DCHC MPO staff has removed the changes to the first four years of the MTIP that differ from the STIP adopted by the North Carolina Board of Transportation in August of 2017. DCHC MPO staff will put forth an amendment to the FT18-27 MTIP scheduled to be adopted by the DCHC MPO Board in January 2018. This amendment will include all of the proposed changes to the MTIP that differ with the adopted STIP.

Specific Project Comments

Comment #1

I am strongly in favor of SR-1148 (Eno Mountain Road). Of the projects within and near Hillsborough, this plan in my opinion provides the greatest benefit per dollar. At 1.9 million dollars the reconfiguration of Eno Mountain Road provides a legitimate alternative route, albeit small, to travel through the downtown corridor and addresses an ineffective intersection. Comparatively, at 33 million dollars the widening of NC-86 north of Hillsborough would likely alleviate some congestion but, may not have the desired impact without additional changes further south along NC-86/Churton Street.

DCHC MPO Response to Comment #1

Thank you very much for your comment. The referenced projects in the comment were submitted for scoring for the FY2020-29 TIP. At this time, the results of that scoring have not been released. Neither of these proposed projects are in the FY2018-27 TIP. The DCHC MPO Technical Committee and Board can take these considerations into account when determining local points for projects for the FY2020-29 TIP.

PAGE INTENTIONALLY LEFT BLANK FOR PRINTING